

BookletChart™

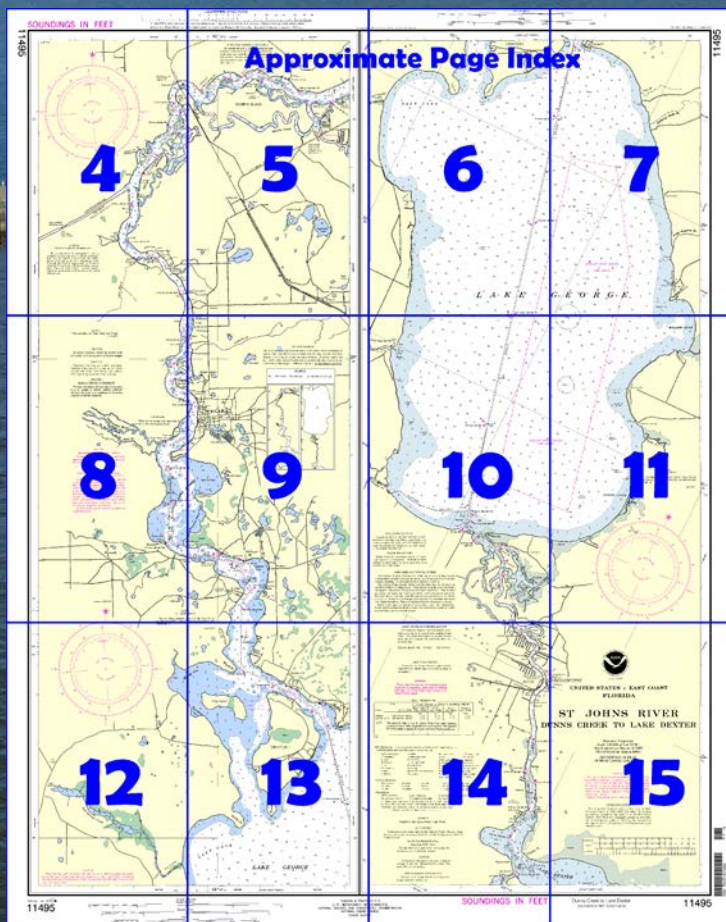


St. Johns River – Dunns Creek to Lake Dexter **NOAA Chart 11495**

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11495>.



(Selected Excerpts from Coast Pilot)

St. Johns River, the largest in eastern Florida, is about 248 miles long and is an unusual major river in that it flows from south to north over most of its length. It rises in the St. Johns Marshes near the Atlantic coast below latitude 28°00'N., flows in a northerly direction, and empties into the sea north of St. Johns River Light in latitude 30°24'N. The river is the approach to the city of Jacksonville and a number of towns near its shores. Some of these places

are winter resorts while others are centers of farming districts and citrus groves. Deep-draft vessels go as far as just below the Main Street Bridge. Many pleasure craft navigate this part of the river, usually going only as

far as Sanford, though small boats have navigated the river as far as Lake Washington, 188 miles south of Jacksonville.

Intracoastal Waterway.—The Intracoastal Waterway crosses the St. Johns River at nearly right angles about 5 miles above the mouth, at about 30°23.1'N., 81°27.8'W.

Jacksonville has expanded by consolidation to include most of Duval County and is now the largest city in the United States in terms of area; its extent along the St. Johns River is from the ocean to the town of Orange Park on the west side of the river and to Julington Creek on the east side. Most of the marine terminals are on the west side of the river about 21 miles above the entrance, just above the point where the river first turns southward. The deepwater port is the largest on the east coast of Florida. It is a major southeastern bulk-handling, distribution, and railroad center. Both general and bulk cargoes are handled, and Jacksonville is a leading southeastern container port. The principal exports are paper products, phosphate rock, fertilizers, chemicals, citrus products, naval stores, tallow, clay, scrap metal, feed, and general cargo. The principal imports are petroleum products, coffee, iron and steel products, limestone, pulpwood, cement, automobiles, lumber, chemicals, alcoholic beverages, and general cargo.

Caution.—Navigators should bear in mind the prevailing northerly current in this area, which is felt until well inside the 10-fathom curve, except with northeasterly or northerly winds.

North Atlantic Right Whales.—Approaches to the St. Johns River entrance lie within designated critical habitat for endangered North Atlantic right whales (see **50 CFR 226.203(c)**, chapter 2.) The area is a calving ground from generally November 15 through April 15. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, chapter 2, for limits, regulations, and exceptions.) **Recommended two-way Whale Avoidance Routes** have been established in the approach to the St. Johns River entrance to reduce the likelihood of ship strikes of endangered North Atlantic right whales. All vessels are encouraged to use recommended routes when traveling into or out of the port of Jacksonville. (See **North Atlantic right whales**, indexed as such, in chapter 3 for more information on right whales and recommended measures to avoid collisions.)

All vessels 65 feet or greater in length overall (L.O.A.) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in the Southeastern United States Seasonal Management Area between November 15 and April 15. The area is defined as the waters bounded to the north by 31°27'N., to the south by 29°45'N., and to the east by 80°51.6'W. (See **50 CFR 224.105** in chapter 2 for regulations, limitations, and exceptions.)

St. Johns Light (30°23'10"N., 81°23'53"W.), 83 feet above the water, is shown from a white square tower on the beach about 1 mile south of St. Johns River north jetty. A tower at Jacksonville Beach and a red and white checkered water tank at Mayport Naval Station are prominent off the entrance, and water tanks are prominent along the beaches to the southward.

Four areas in the St. Johns River are considered to be particularly troublesome. These areas are listed in order of ascension when proceeding from sea. Vessels should make every effort to avoid meeting at these areas, and should give Security calls on VHF-FM channel 13 (165.65 MHz) 15 minutes prior to arriving at any one of these areas. The vessel with the fair current should initiate a proposal for meeting or passing and the vessel stemming the current should hold as necessary.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami	Commander	
	7th CG District	(305) 415-6800
	Miami, FL	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

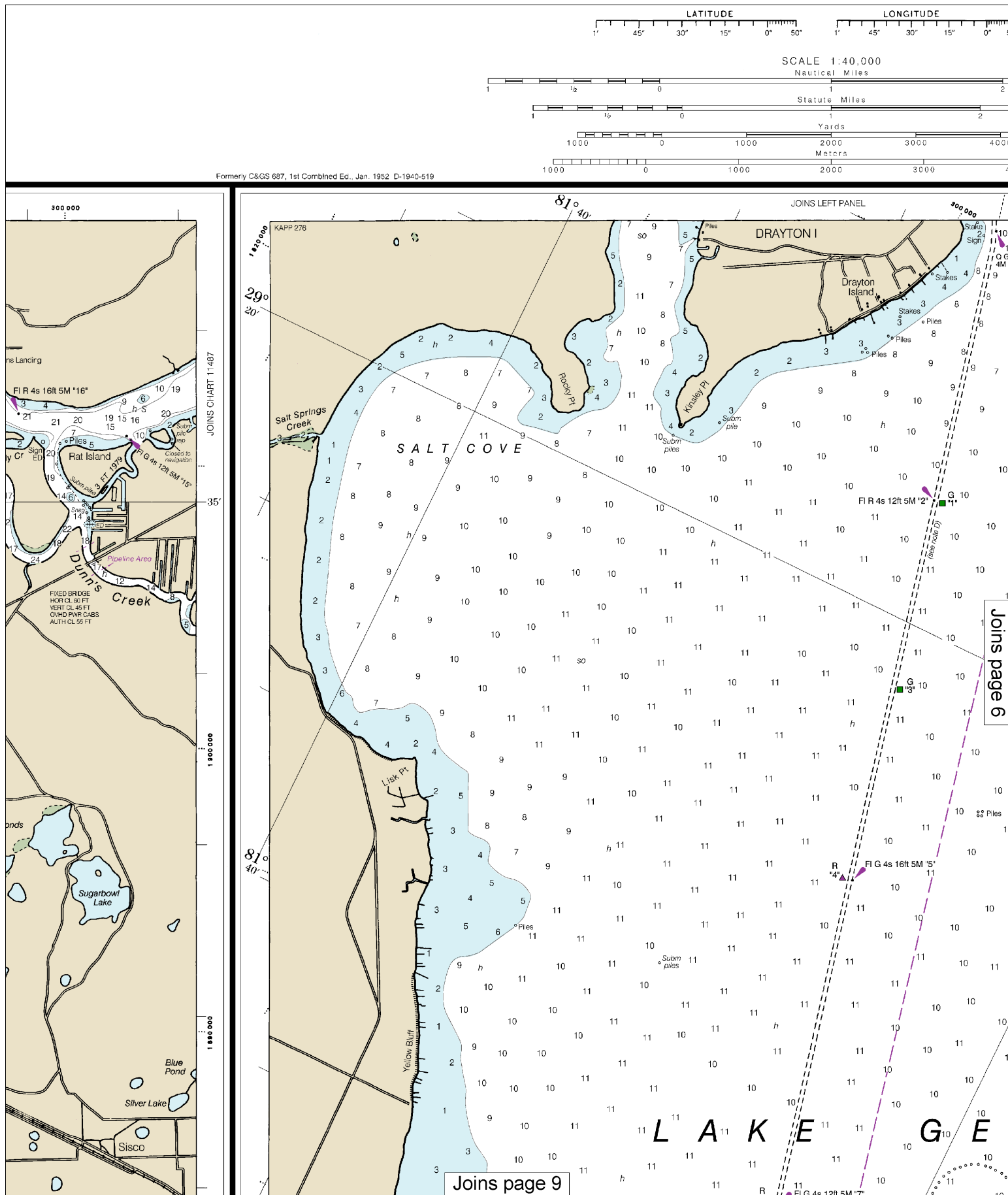
on navigable waters except Western Rivers



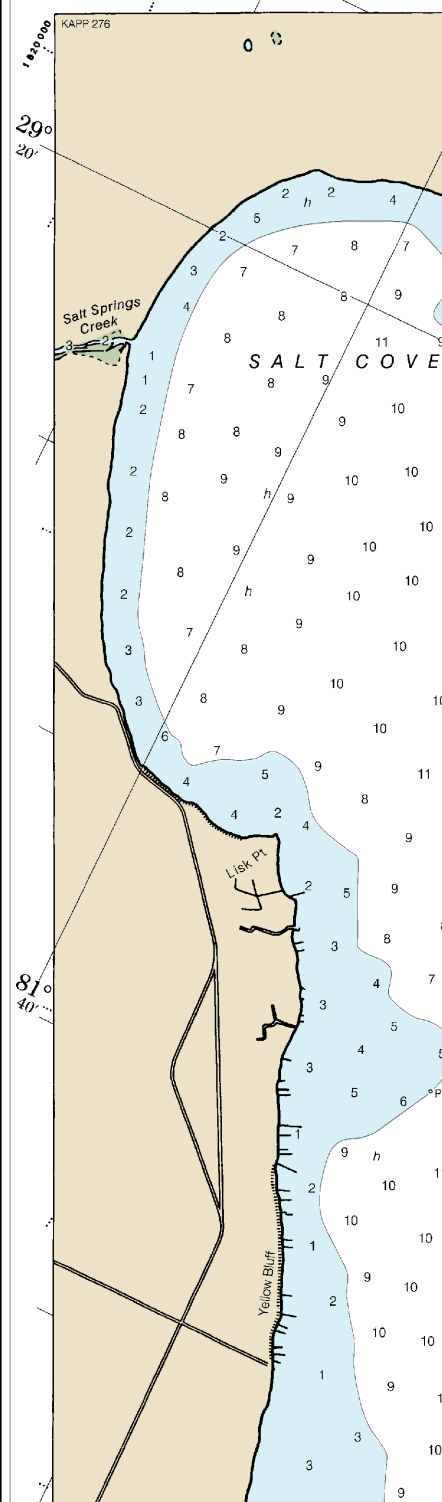
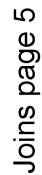
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

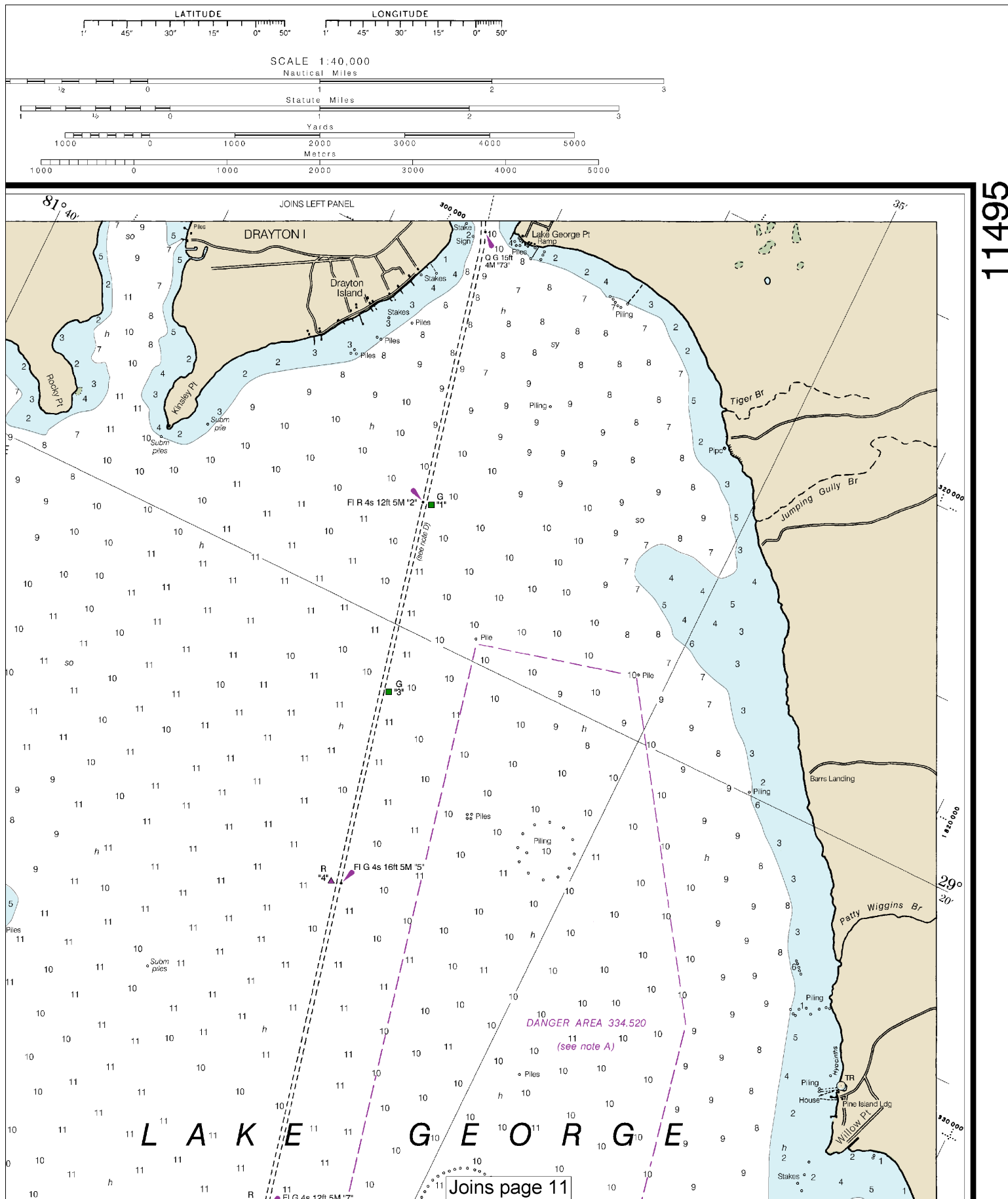
These volumes are available online at <http://www.navcen.uscg.gov>



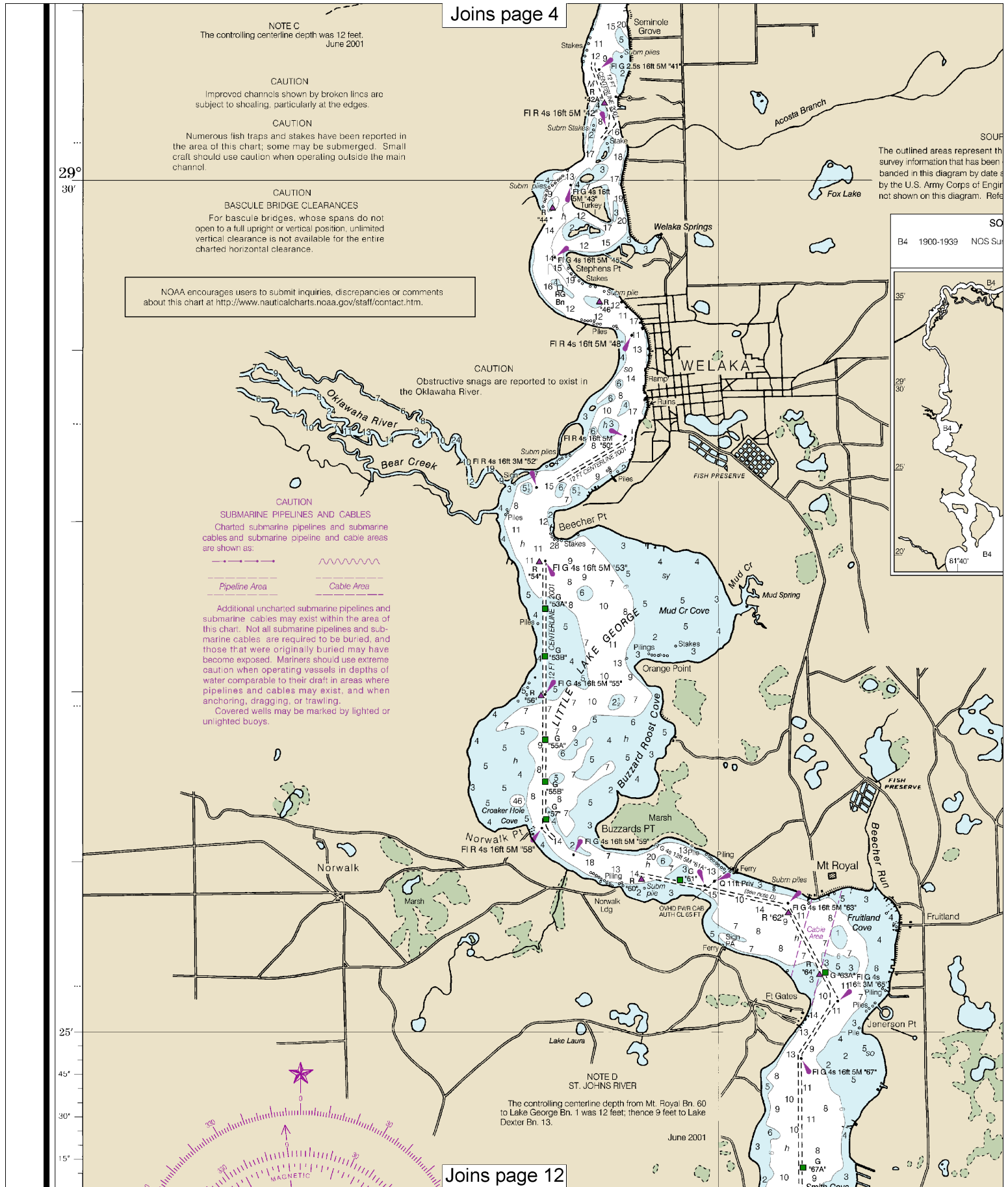


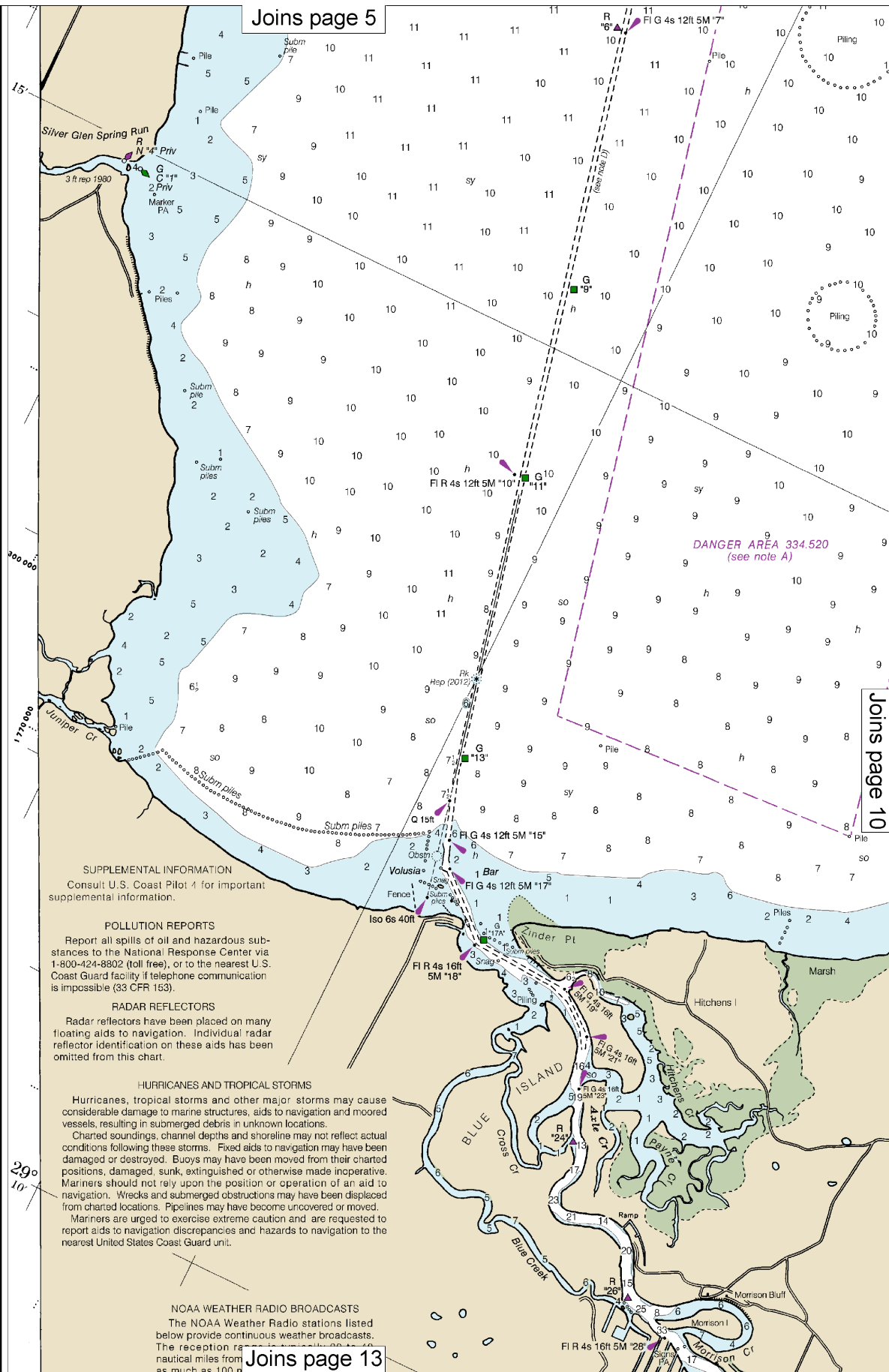
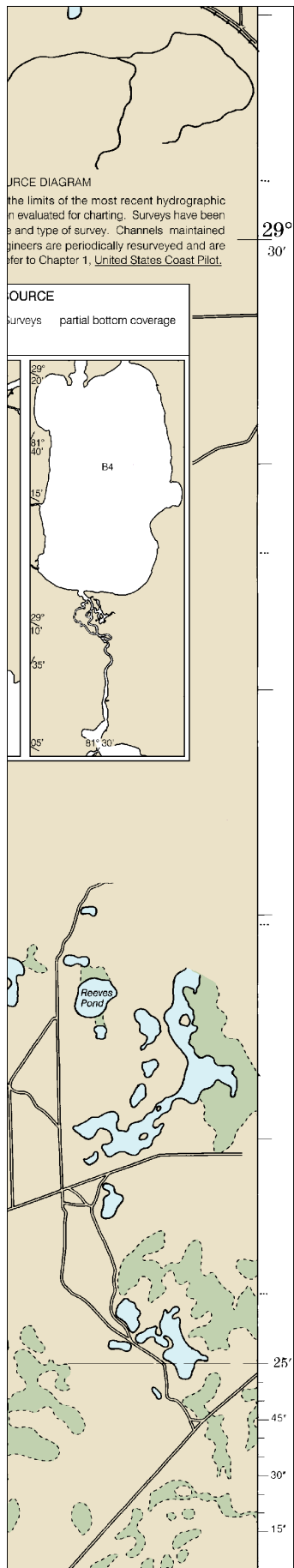
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

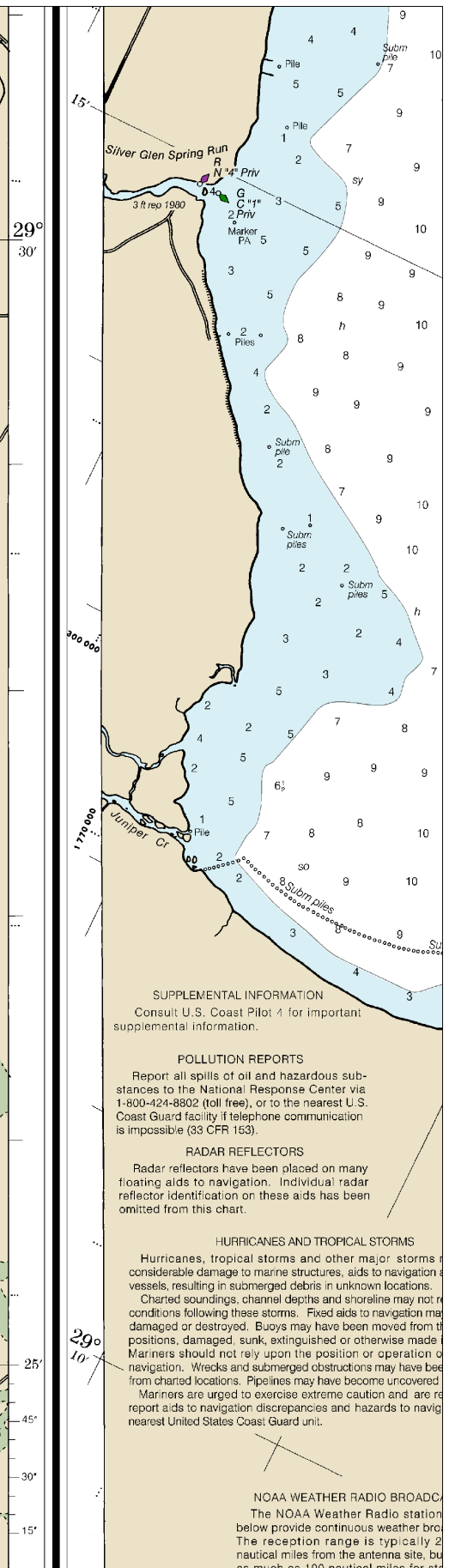
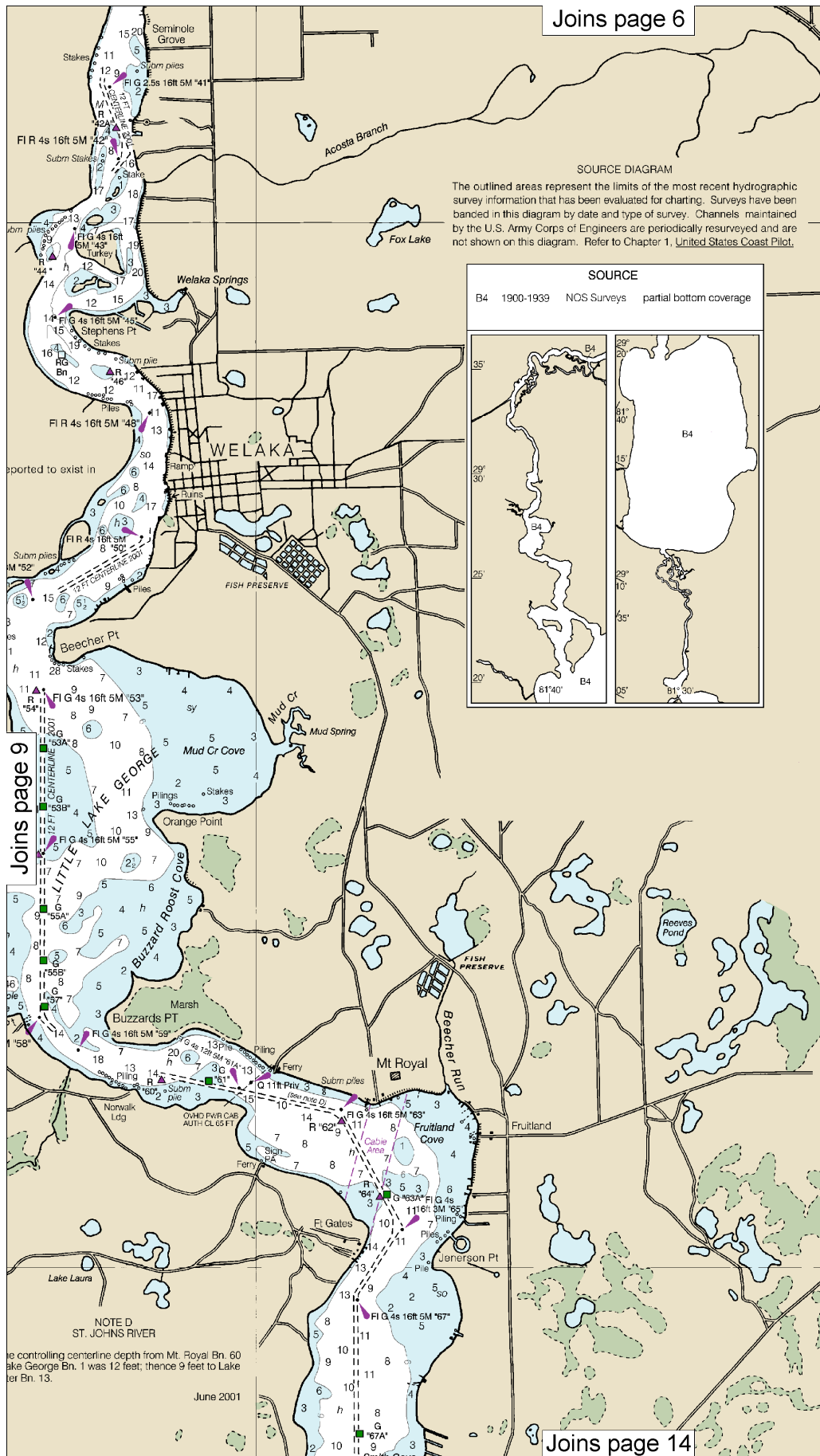




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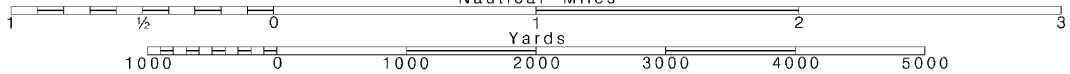
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

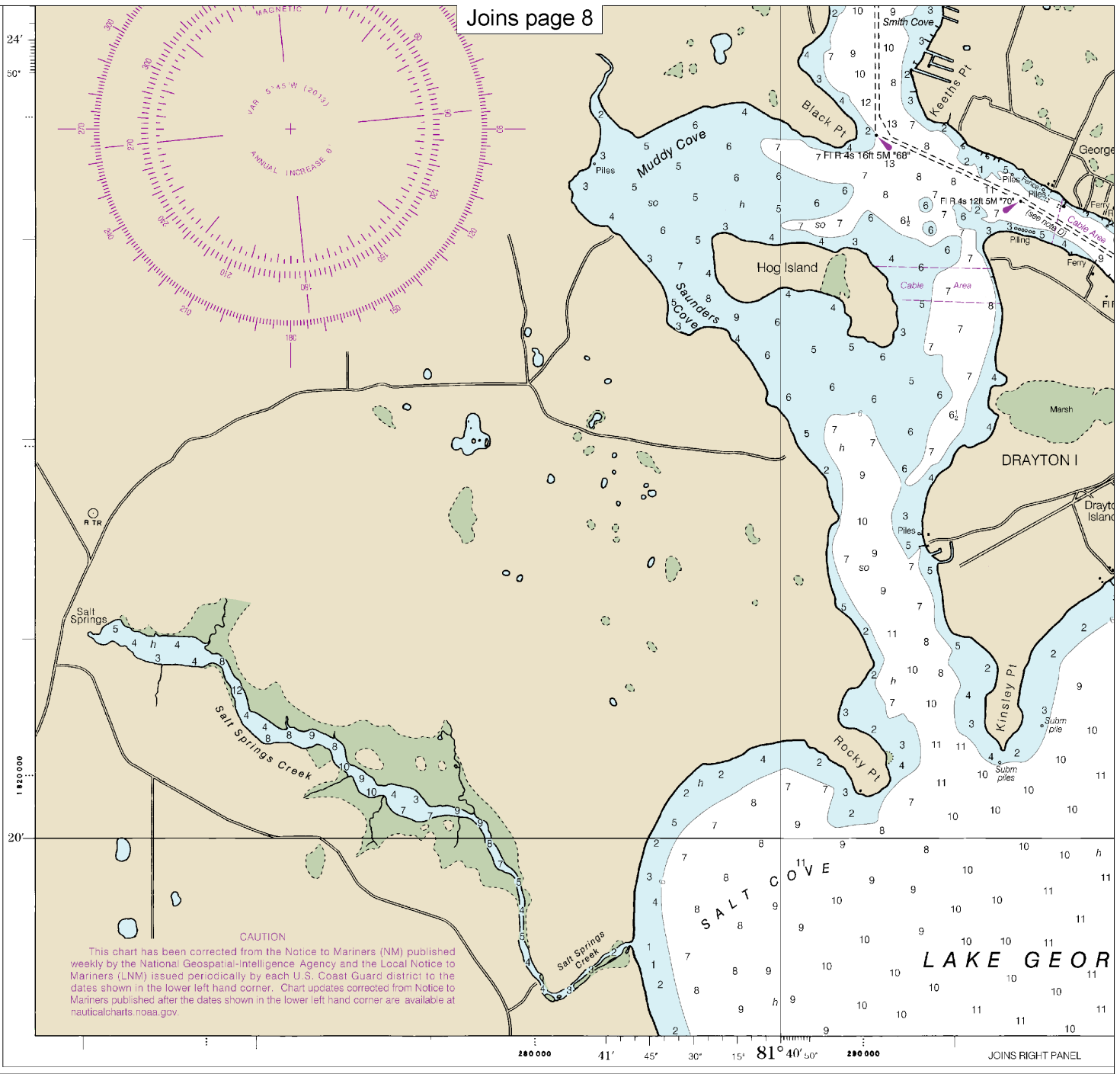
SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 8

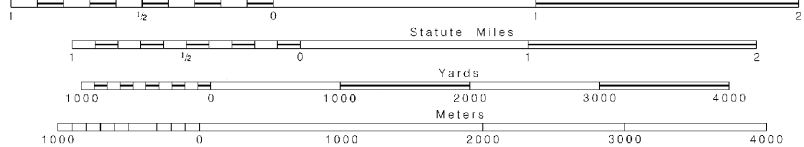


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SCALE 1:40,000

Nautical Miles



Last Correction: 11/5/2015. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

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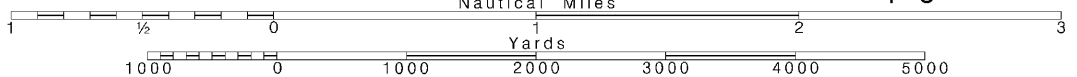
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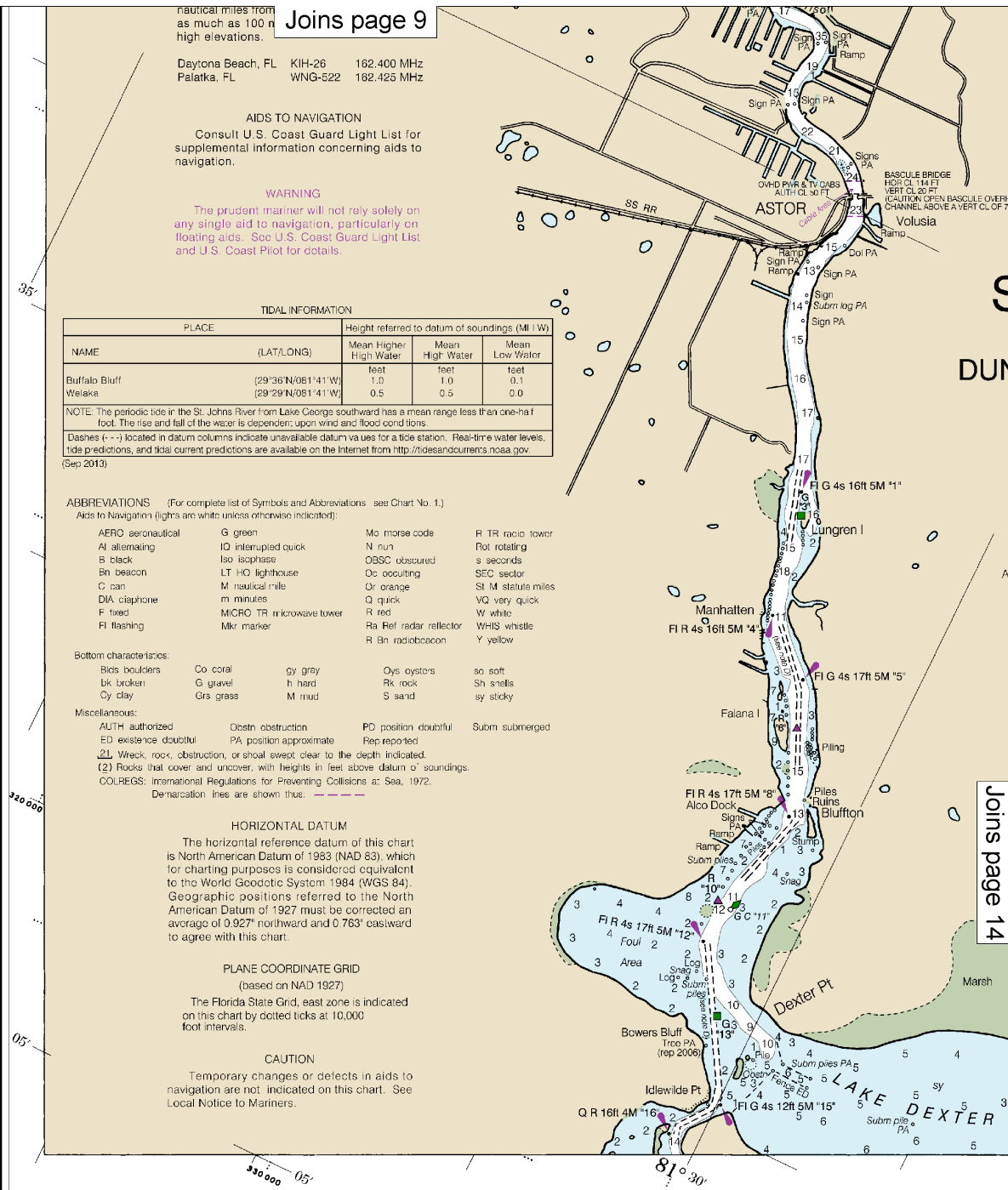
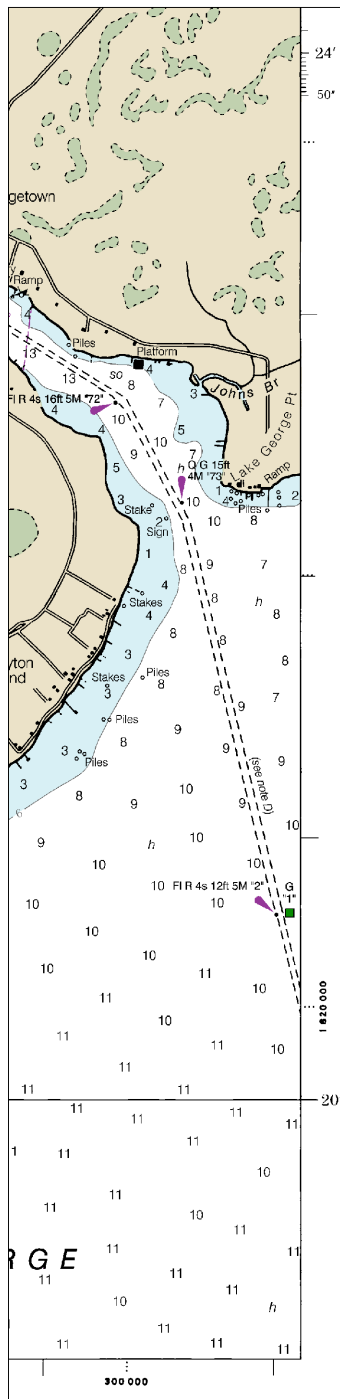
Printed at reduced scale.

SCALE 1:40,000

Nautical Miles

See Note on page 5.





Joins page 9

Daytona Beach, FL KIH-26 162.400 MHz
Palatka, FL WNG-522 162.425 MHz

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (M L W)	Mean Higher High Water	Mean High Water	Mean Low Water
NAME	(LAT/LONG)	feet	feet	feet
Buffalo Bluff	(29°36'N/081°41'W)	1.0	1.0	0.1
Welaka	(29°29'N/081°41'W)	0.5	0.5	0.0

NOTE: The periodic tide in the St. Johns River from Lake George southward has a mean range less than one-half foot. The rise and fall of the water is dependent upon wind and flood conditions.

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Sep 2013).

ABBREVIATIONS (For complete list of Symbols and Abbreviations see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	M Morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT Lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown true.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.927" northward and 0.763" eastward to agree with this chart.

PLANE COORDINATE GRID

(based on NAD 1927)
The Florida State Grid, east zone is indicated on this chart by dotted ticks at 10,000 foot intervals.

CAUTION

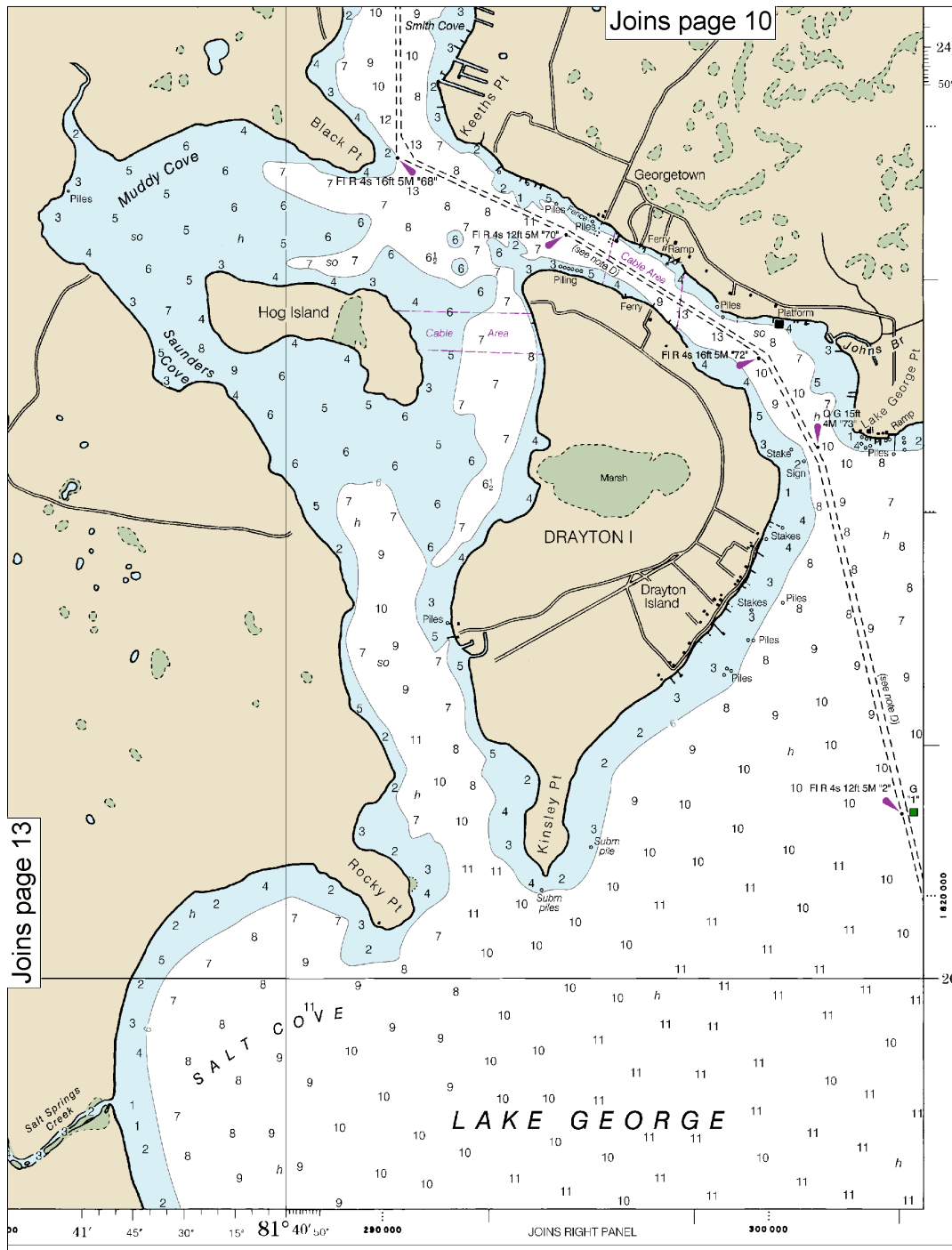
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Joins page 14

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

Dunns Creek t
SOUNDINGS IN FEET



naulical miles from the antenna site, but as much as 100 nautical miles for sta high elevations.

Daytona Beach, FL KIH-26 162.4
Palatka, FL WNG-522 162.4

AIDS TO NAVIGATION
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TIDAL INFORMATION

PLACE	Height n
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Welaka (29°29'N/081°41'W)	0.5

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ABBREVIATIONS (For complete list of Symbols and Abbreviations se Aids to Navigation (lights are white unless otherwise indicated):

AERO: aeronautical	G green	Mo
Al alternating	IQ interrupted quick	N r
B black	Iso isophase	OB
Bn beacon	LT HO lighthouse	OC
C can	M nautical mile	Or
DIA claphone	m minutes	O r
F fixed	MICRO TR microwave tower	R r
FI flashing	Mkr marker	R a

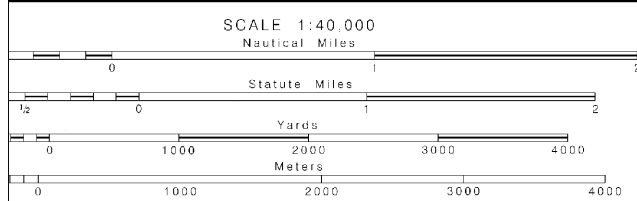
Bottom characteristics:
Bids boulders Co coral sy gray
bk broken G gravel h hard
Cy clay Grs grass M mud

Miscellaneous:
AUTH authorized Obstr obstruction PO
ED existence doubtful PA position approximate Rep
(2) Wreck, rock, obstruction, or shoal swept clear to the depth
(2) Rocks that cover and uncover, with heights in feet above e
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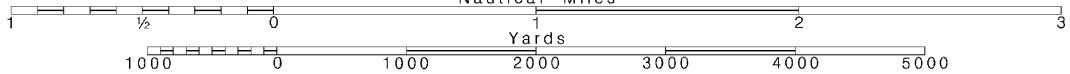
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NATIONAL OCEAN SERVICE
COAST SURVEY

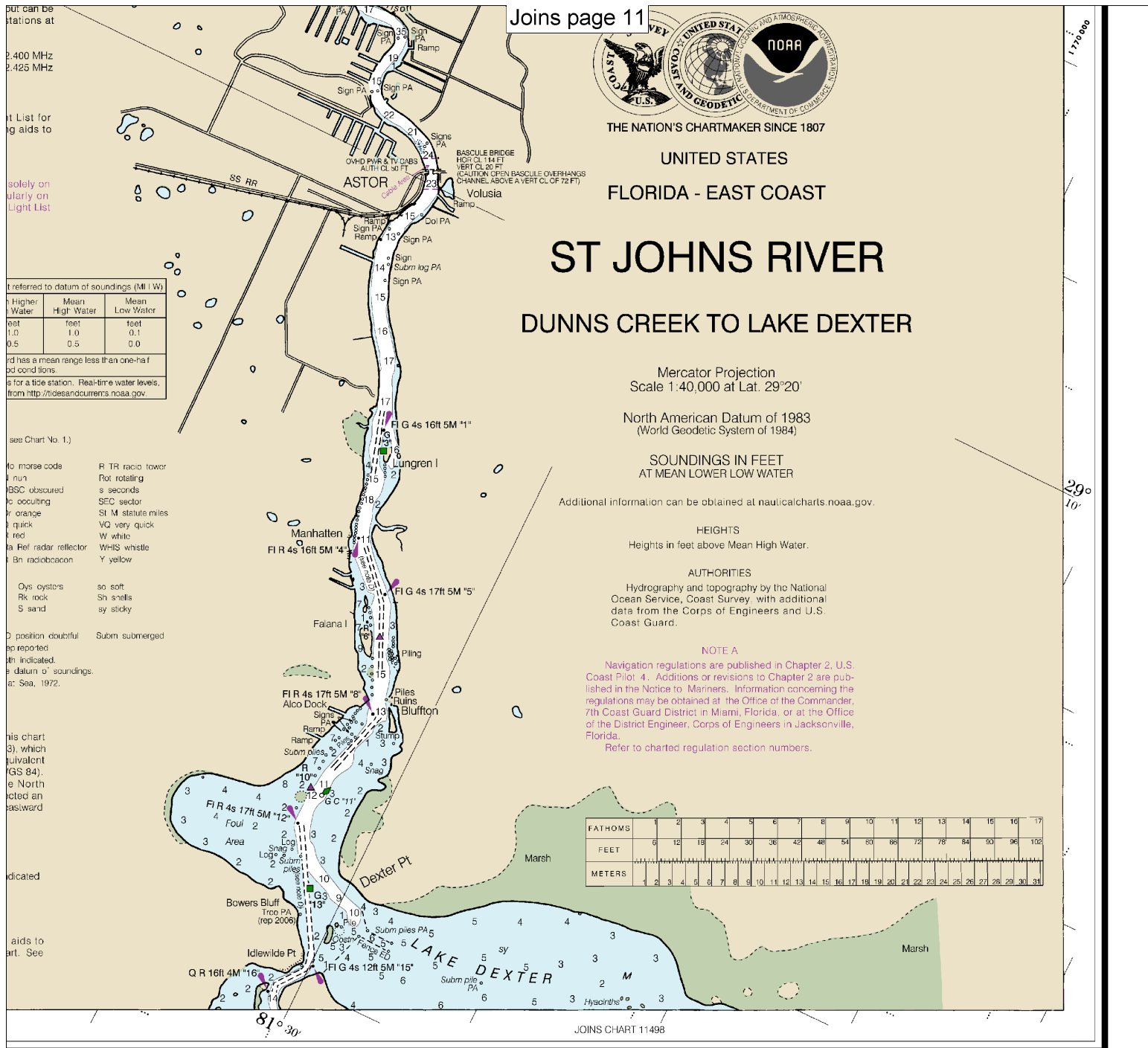
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





SOUNDINGS IN FEET

Dunns Creek to Lake Dexter
SOUNDINGS IN FEET - SCALE 1:40,000

11495



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.